



The von Hamm-Young company has just received the 1911 announcements of the Baker Motor Vehicle Company. The Baker people were the first to manufacture the now famous bevel-shaft drive. In their 1911 announcement they state that the 1910 cars have been found so satisfactory that very few changes or betterments would be embodied in the 1911 models. The main change will be in regard to the brakes. For 1911 they will do away with the armature shaft brake and supply instead two expanding rings in drums, these to be operated in connection with a drum on each of the rear wheels, each expanding ring being operated independently of the other by means of foot lever, these levers being located in the bottom of the car in the same position as the present levers.

The electric car is getting to be a great favorite in Honolulu. It is the ideal car for ladies to use when shopping and calling. A number of prominent society people have lately purchased Electrics from the von Hamm-Young company, the latest order being booked this week for one of the beautiful Baker Queen Victoria Electrics for Alfred L. Castle.

The von Hamm-Young company has lately installed a fine electric charging plant, and is now able to take care of the charging of electric cars at a very nominal rate.

The Packard factory reports an ever-increasing business for the splendid Packard cars. Orders received to date for 1911 cars by the factory already exceed those of 1910 by 67 per cent., though 1910 was their banner year.

The Packard has captivated the Honolulu automobile world as much as it has in large cities of the mainland. Hardly a week goes by without an order or two for Packards being placed by the local agents. Among the latest converts to the Packard is A. Lewis Jr., who is now the proud possessor of a fine five-passenger Packard phaeton. A. W. Carter, who left last week for a lengthy visit to the mainland, disposed of his Packard car through the von Hamm-Young company and has ordered a new 1911 Packard made at the Portola Festival, at which the von Hamm-Young won all

the events in which it entered, and beat the time of the Vanderbilt cup racer, is still holding the public attention. The 1911 car, which will be out some time in October, is going to be one of the sensations of the automobile season. In addition to the larger motor, the 1911 Packard will have a four-speed transmission and a great many improvements and refinements. It will no doubt continue to hold the enviable place it has occupied in Hawaii in the past, several orders having already been booked by the local agents, the von Hamm-Young company.

The Schuman garage sold an E. M. F. car to Hasegawa, of Hana, Maui, and that quiet little village will have an opportunity of seeing one of the most popular cars in action on the Valley Island.

Another Maui man, J. R. Abreu, went in for a Locomobile, and he will use the fine car in the rum business. The Locomobile is a beautiful machine and it will be the highest-priced car used in the rum business on Maui.

The Milt hel's are going strong, also, and the new model cars are becoming great favorites everywhere. A. C. Aubrey of Hauula Hotel bought a Mitchell, and he will in future take a lot of people to and from his hotel, via the path, instead of having them go around the island before reaching Hauula.

Another shipment of Mitchell's is on the way, and the demand for these cars is growing fast. The popular E. M. F. is being sold all the time, and the factory can not keep pace with the demand. There are a great number of these machines all over the group, and there is hardly a hamlet where the E. M. F. can not be seen.

The Associated garage sold an other Hudson "tank" car to Dr. Durney of Kahuku, and the car is finely adapted for the long runs that the medico has to make at times. The tank carries a large amount of gasoline, and that is a great thing to have plenty of.

The Associated garage has a fine supply of sundries, and every body brings some addition to the stock. The monoplex horn is a new idea that has been taken to by the firm. Other necessary supplies are always in stock, and a big business is done in these lines.

The Chalmers machines are being ordered rapidly, and the 1911 models are said to be beautiful specimens of the art of building autos. More power is delivered to the rear

## NEW MOVE IN CUSTOMS WORK

Stratton Appoints "Business Method" Board, Which Will Furnish Advice.

SAN FRANCISCO, Aug. 21.—Collector of Customs Stratton created a sensation in the Customs House by promulgating a new order, which may revolutionize the management of that branch of the Federal service. He announced the appointment of a "committee of business methods" in the customs service at the port of San Francisco.

Lemuel W. Bean, head of special agents in this city, is chairman of the new committee. Other members are Harry A. Farmer, chief clerk in the customs department; Charles A. Stephens, chief boarding officer; C. J. Evans of the appraisers' department, and Charles T. Cook of the surveyor's department. These gentlemen, who are all employees of the Customs House, are selected from the principal departments in the service.

Their duties, as explained in a letter to them, is to give their co-operative advice to the collector and to give assistance to the administration. They are expected to suggest ways in which the assignment of officials can be improved and also the employment of the force.

The committee is asked to make recommendations both to the collector and to the heads of the departments.

Collector Stratton says that the new method has been recommended to him and that it meets with his approval as being for the best interests of the service.

## SIERRA'S REPORT

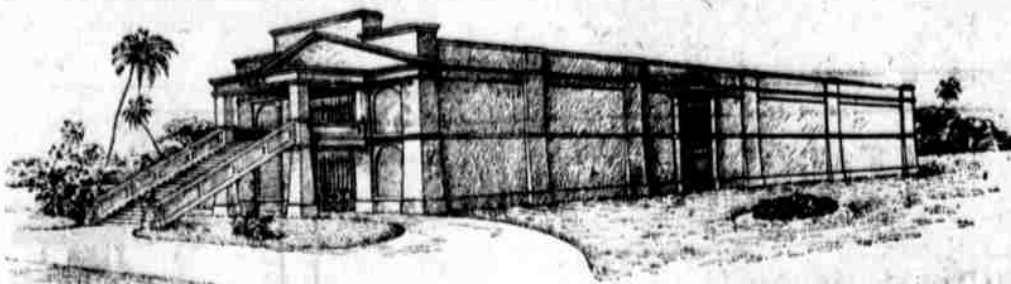
The following wireless message has been received by the agents from the S. S. Sierra:

"S. S. Sierra, At Sea, September 2, 1910, 8 p. m. 868 miles from Honolulu. Strong head winds and sea; dark gloomy weather with frequent rain squalls; barometer 30.32; air 67."

Weekly Bulletin \$1 per year. \*\*\*\*\*

wheels than any other car of the same size, and the cylinders of the En Bloc type are very successful.

The remains of the Dorris car which was burnt up down the country the other day are to be seen at the Associated garage. The engine was not injured, but the body of the car is destroyed.



## City Mausoleum

The ideal system of burial. The method being adopted everywhere throughout the civilized world. Approved by the Hawaiian Board of Health.

For Full Particulars Inquire of

## The Townsend Undertaking Co., Ltd.,

who have added to their business a Wholesale Department of all Undertaking Goods. Mail and Telephone Orders promptly attended to. Send for full particulars. Below are samples of wholesale prices:

Black Cloth Caskets, nicely trimmed, - \$40.00

With outside box ready for shipment or delivery

Coffins, full sized, - \$10, \$20, and upwards

According to finish

69 Beretania Street

Automatic Telephone 1325

## AFRICA WANTS SEEDS OF BURBANK RHUBARB

Crimson Variety Crows Where All Other Kinds Have Been a Failure.

SANTA ROSA, August 13.—Far off Africa has asked Luther Burbank for a big supply of the seed of the Burbank giant crimson winter rhubarb. The request is from the British government through its chief forester in Africa. A year ago some of Burbank's crimson rhubarb was sent to Africa in an endeavor to see if it would flourish there, where all other rhubarbs refused to grow. The result was satisfactory, and now has come an order for a greater supply, which is to be

distributed by the British government.

Accompanying the request for the seed came a letter from the African chief forester complimenting Burbank on his great work in the creation of fruit, flowers and vegetables. Burbank says that the crimson rhubarb is flourishing in Japan, China, Chile and other far away places.

Burbank's great display at the Sebastopol apple fair last week attracted much attention.

Considerable anxiety is felt for Captain Scott's Antarctic expedition ship, the Terra Nova, now sixteen days overdue at Cape Town. The vessel has not been spoken since she left Madeira on June 27.

## FASHION SALOON IS TRANSFERRED

Davis Takes Over Place On Hotel Street Run By Scully

Clarence Cooke was in the chair at the meeting of the Liquor Commission yesterday afternoon when the regular session opened at four o'clock.

M. Nakamura's application for saloon license at Waipahu brought forth a general protest from 53 residents of Waipahu who stated that no more saloons were needed there.

The same protest applied by the application of Ota and others who also ask for a saloon license at Waipahu. On account of the protests both these applications were denied.

J. Dias asks transfer of his license at Waipahu Exchange to J. Monix. J. Douthitt appeared in this case and addressed the board. This license was asked transferred as Dias was not making a success of the business and there was a large amount of money due creditors which could be paid a few months if the business was on in a businesslike manner. The matter was put over until the next meeting.

Request for the transfer of Fashion saloon from Jack Scully to Dick Davis was next taken up and Davis in addressing the board said he would live up to all the regulations of the board.

The board approved the transfer and Davis received congratulations of quorum men and others who were waiting outside when the decision of the board was announced by Inspector Pennell.

Other matters taken up were the application of James Lemon for a license to conduct a saloon at Waipahu, which application will be advertised for public hearing on October 7.

Two other applications were received and referred to Inspector Pennell for report. These were those of F. L. Petersen for a saloon at Waipahu, and of a Japanese for one at Ewa.

An investigation of the protests in file from Waipahu residents will be made by Inspector Pennell, and if they are found to contain the names of the proper number of qualified voters, it will be up to the board to refuse any license at Waipahu.

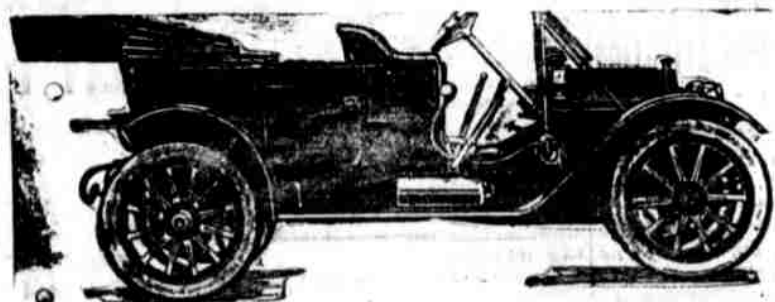
## DOCTOR YOURSELF

When you feel a cold coming on by taking a few doses of Perry Davis' Pinkettes. It is better than Quinine and safer. The large 50c bottles are the cheapest.

## SPECIAL CARRIER

A special carrier is at the Bulletin office every evening after 10:30 p. m., to deliver the Bulletin to subscribers who fail to receive it from the regular carrier. Telephone 9256 and paper will be immediately delivered.

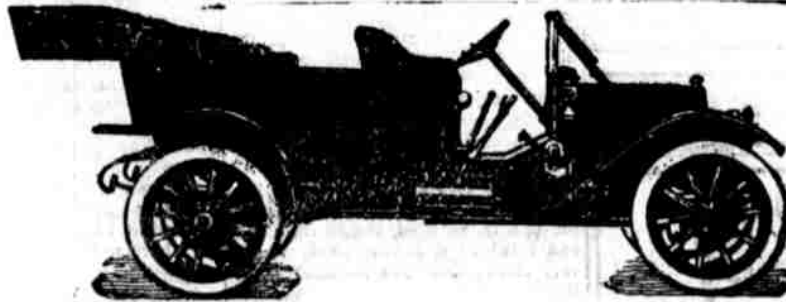
"For Rent" cards on sale at the Bulletin office.



Chalmers "30" Touring Car \$1500  
115 inch wheel base, 34 inch wheels.  
Will carry five in perfect comfort under all conditions.  
Tonneau has been lengthened and made wider on front  
line of rear seat.



On the Radiator



Chalmers "Forty" Touring Car, \$2750  
Including Bosch magneto, gas lamps, and Prest-O-Lite Tank, 122 inch wheel base, 34 inch wheels.  
Seven passenger capacity—two auxiliary seats 50c each.

# Chalmers

## MOTOR CARS

## Announcement of 1911 Models

IN announcing the Chalmers models for 1911, the most noteworthy fact is that in all vital features they remain the same as the cars that have created world's records for efficiency, endurance and speed—such as winning the Indiana and Massapequa trophies—blazing the way from Denver to Mexico City and mapping the path for the Glidden Tour of 1910. Trade papers last year gave the Chalmers the title of "Champion Cars."

The best evidence of Chalmers merit, however, is not the trophies won in tests of all kinds, but thousands of satisfied users, the majority of whom have the means to purchase cars of any kind.

Look over the list of automobile buyers in your own community and see if this statement is not true. Talk to some of the Chalmers owners; their enthusiasm will prove our claims.

In general, the greatest improvement on the 1911 Chalmers consists in refinement of detail, like the artist's final touch to the masterpiece. Lines have been beautified in body and fender, so that—viewed from any angle—no car, whether it costs \$5,000 or more, affords more eye-delight than the Chalmers.

In detail—the curves just back of the tonneau doors have been straightened out, making the low, rakish, straight-lined bodies which every maker strives so hard to obtain. The seats have been lowered, adding materially to the riding comfort.

The tonneaus of both "30" and "Forty" have been made longer and wider. The fenders have been changed slightly, adding to the graceful appearance of the car and at the same time affording greater protection from water and mud.

The angle of the steering post has been changed slightly so as to allow more space between steering wheel and driving seat.

The brackets supporting the running boards are fastened inside the frame, making the exterior of the car appear perfectly smooth.

The battery box has been placed under the rear floor and a tool box big enough to hold a pump placed on the left running board, a change that every driver will praise.

New style carburetors are used on both motors and their economy and uniformity of operation under all conditions will surprise every buyer.

On the "30" we furnish a Bosch magneto, big new-style gas lamps, Prest-O-Lite tank and a special Chalmers top—all for \$200 additional.

As in former years, the Chalmers principle is not to make as many cars as possible, but to make them as good as possible. Chalmers cars are built on a quality, not a quantity basis. We regret that we could not furnish cars of the 1910 models for all who wanted them. We fear that some may have been offended at being told they could not get the cars they wanted. It is sometimes harder to tell a man he can't have a thing than to show him why he ought to have it.

We would like to take care of everyone who wants a Chalmers car, and yet it is not our ambition to build cars in very large quantities; hence we would advise you to place your order early.

Deliveries to customers begin August 1st.  
Call at our show rooms for further particulars, and demonstrations.



Chalmers "30"  
Pony Tonneau \$1600  
115 inch wheel base  
34 inch wheels

## Other types are:

"30" Roadster, \$1500  
"30" Limousine, \$3000  
"30" Landaulet, \$3000  
"30" Coupe, \$2400  
"Forty" Roadster, \$2750



Chalmers "Forty"  
Torpedo Body, \$3000  
Including Bosch Magneto gas  
lamps, Prest-O-Lite tank and  
new 122 inch wheel base  
34 inch wheels

Associated Garage,

Dealers in Motor Cars